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5 June 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting between Representatives of the National Capital
Planning Commission and Agency DDS Officers

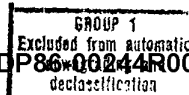
1. On 27 May 1970 Mr. Donald Bozarth and Mr. Ed Hromanick of the Staff of the National Capital Planning Commission (NCPC) met with R. L. Bannerman, DDS, John W. Coffey, ADDS, John F. Blake, D/L, and the undersigned. The purpose of the meeting was to inform the NCPC representatives of Agency plans to undertake new construction at the Langley site in order to provide greater efficiency in Agency operations and to advise them of the probable need for some Bureau of Public Roads (BPR) space. It was also the intention of Agency officers to assess the current tendencies and interests of NCPC as they might relate to further Agency construction at the Langley site.

2. After a few introductory comments and luncheon in the Executive Dining Room, the group convened in Mr. Bannerman's office. As planned in advance Mr. Bannerman guided the discussion. He brought out the problems which are experienced by the Agency dispersed as it is [REDACTED] throughout the Washington Metropolitan Area: waste in man hours, difficult communications, rentals, and the like. Mr. Bannerman stated that some of our people have been uprooted from the Headquarters Building by special equipment requirements and expansion of computer activity and related storage; he also commented on new projects which the Agency was required to carry out. The discussion included the problem of parking as well as the need for new entrances and the improvement of access roads. Mr. Bannerman noted the Agency's continuing interest in eventually acquiring the Scattergood-Thorne property and mentioned the other properties to the east of the original site which had been procured for security reasons.

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3. Four of the BPS schematic layouts for consolidation on Headquarters land were shown to the NCPC representatives. The artist rendering of each schematic layout was also shown to the visitors. In describing some of the facilities, Mr. Bannerman mentioned the need to expand the powerhouse and related utilities noting that the total amount of new construction over the years would be around 1,500,000 square feet. It was stated by Mr. Coffey that when the consolidation was completed the Agency would still be within the planning figure [REDACTED] down earlier as a "personnel ceiling" for the Agency by the NCPC. It was

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indicated that the Agency anticipates a "campus-type" arrangement of its buildings, with construction scheduled over a number of years.

4. Mr. Bozarth noted on the drawings plans for placing a second entrance on the George Washington Memorial Parkway; a general discussion followed during which it was recognized that such an entrance would be necessary if a balanced flow of traffic into the Headquarters site was to be worked out. It was noted also that an improved entrance from route 193 near the present BPR's entrance or as an expansion of it would greatly improve the accommodation of the anticipated traffic load upon completion of the consolidation at the Langley site.

5. Mr. Bannerman commented on earlier efforts made by the Agency to improve the flow of cars into Gate 3 by controlling the 2 lanes of traffic both before and after entering the site. He also mentioned the cooperation which the Agency received from the Fairfax County Highway Authority in adding a green arrow and an additional lane permitting a constant right turn off of route 123 onto the Gate 1 access road. The NCPC representatives appreciated the Agency's traffic problems and were obviously impressed by the Agency efforts to diagnose and solve them. Actual numbers of vehicles entering the various gates were not given although the percentages of traffic flow were mentioned. Mr. Bozarth and Mr. Hromanick were advised that the improvement of route 193 now planned by the Virginia authorities for 1985 would greatly benefit the Agency in that a large amount of Virginia traffic now bypasses routes 123 and 193 going to the George Washington Memorial Parkway and coming in through Gate 3. This contributes to a choking effect at that gate which delaying effect could be eliminated by the improvement of 193 and the construction of an efficient interchange where 193 and 123 come together.

6. Mr. Bozarth recommended that the Agency employ a firm of traffic consultants to make a thorough study of the traffic flow which the feeder roads to the Langley site would accommodate. He indicated that DIA was having such a study made. He added that his present opinion was that another large agency could not be supported by the present road network.

7. The problem of parking the additional vehicles resulting from the consolidation was fully recognized by the NCPC representatives. They noted that Congress recently had granted funds for the first time for the construction of a parking building. I commented that to follow the cheaper plan of providing blacktop surface parking would eat up all available space and generally destroy the beauty of the site. They agreed and indicated in their recognition that some type of multi-level parking facility would probably be required, and that the space still available to the Agency on its site would not readily accommodate both the office structures to be built and the necessary parking space. No specifics were given as to the amount of space

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which might need to be acquired from BPR. However, it was noted that we may have to request some acreage and that it probably would be necessary for the Agency at some point to request permanent acquisition of the West Parking Lot and Heliport. It was noted that a large amount of money has already been put into the development of this area even though we currently have only a 30-day use permit from BPR.

25X1A9A 8. Mr. Bannerman and Mr. Blake had to leave the meeting early for other appointments. Mr. Coffey and I remained with the NCPC representatives and provided some further explanations as to contemplated building requirements and the direction which the planning was moving. Mr. Hromanick stated that they were pleased to note that the Agency was working on a "Master Plan" basis and not attempting a piecemeal, disjointed construction effort. At the conclusion of the discussions, we toured the Headquarters and BPR sites with [REDACTED] C/LSD. The NCPC representatives took particular note of the EAA Athletic Fields, the possibility of expanding the BPR access road from route 193, the location and size of the BPR facilities, the West Parking Lot and Heliport with the entrance road off of the BPR roadway, the powerhouse and the sewage disposal arrangement noting the need to expand both, the uniqueness of the cafeteria, the North and South loading platforms, [REDACTED] with an explanation of possible uses of this end product, the size of the Directors garage and limited parking therein, and the general parking conditions plus the pleasant surroundings of the Headquarters Building.

25X1A 9. At the conclusion of this trip a discussion took place at the front entrance. Information was solicited from the NCPC representatives as to the procedures and timing of any submission that the Agency might make to the Commission. Mr. Bozarth noted that the Agency should work most closely with the Virginia Planning Authorities and that submissions received by NCPC following reviews by the state authorities would require at least 60 days for proper consideration by the Commission. A "Master Plan" will have to be submitted for consideration by the Commission before it will be receptive to an approach on any single structure. He recommended that we review the BOB circular A 11 and the National Capital Planning Commission Act, and the Presidential and Congressional action which established the Commission in 1966. There was a brief discussion between Mr. Coffey and Mr. Bozarth on the handling of DIA contacts, and it was agreed that Mr. Coffey would follow up his earlier meeting [REDACTED] NCPC will continue its dialogue with DIA in determining the continuing interests which the latter organization may have in the BPR property. Mr. Bozarth added that it may be necessary for the U.S. Government to assert itself over local (Arlington) interests and force the [REDACTED] decision in favor of placing DIA on that site. 25X1A

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Chief,

Building Planning Staff, OL

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